DENSITY AT MUELLER

ROBERT MUELLER MUNICAP AIRPORT

PLAN IMPLEMENTATION ADVISORY COMMISSION

February 9, 2016

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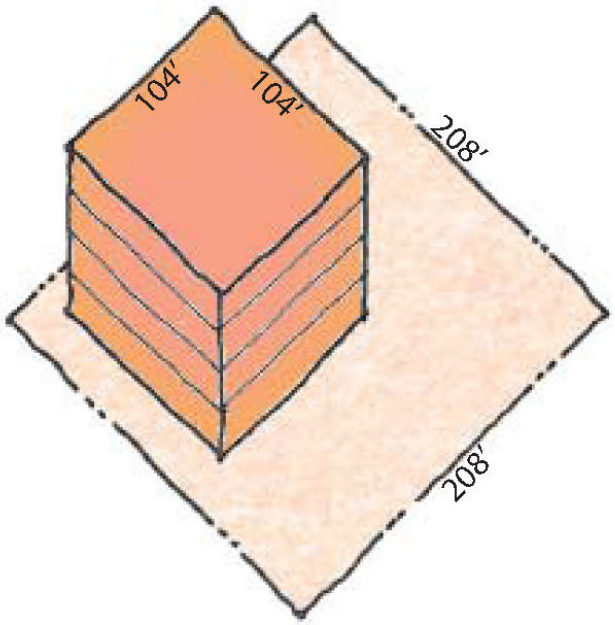
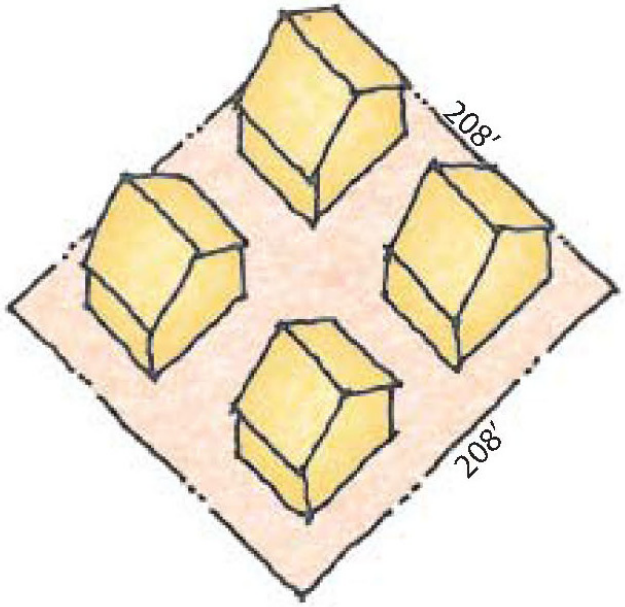
Density At Mueller

Purpose: To understand the various factors (e.g., regulatory, market, phasing) that control and influence the density of development at Mueller, and how assumptions related to density have evolved over the past 15 years.

Measuring Density





FLOOR AREA RATIO

$$\frac{\text{Floor Area}}{\text{Site Area}} = \frac{43{,}560 \text{ sf}}{43{,}560 \text{ sf}} = 1{:}1$$

DWELLING UNITS / ACRE

4 units / ac

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Windsor Park and Mueller

Windsor Park

5.81 du / ac

Mueller

11.44 du / ac

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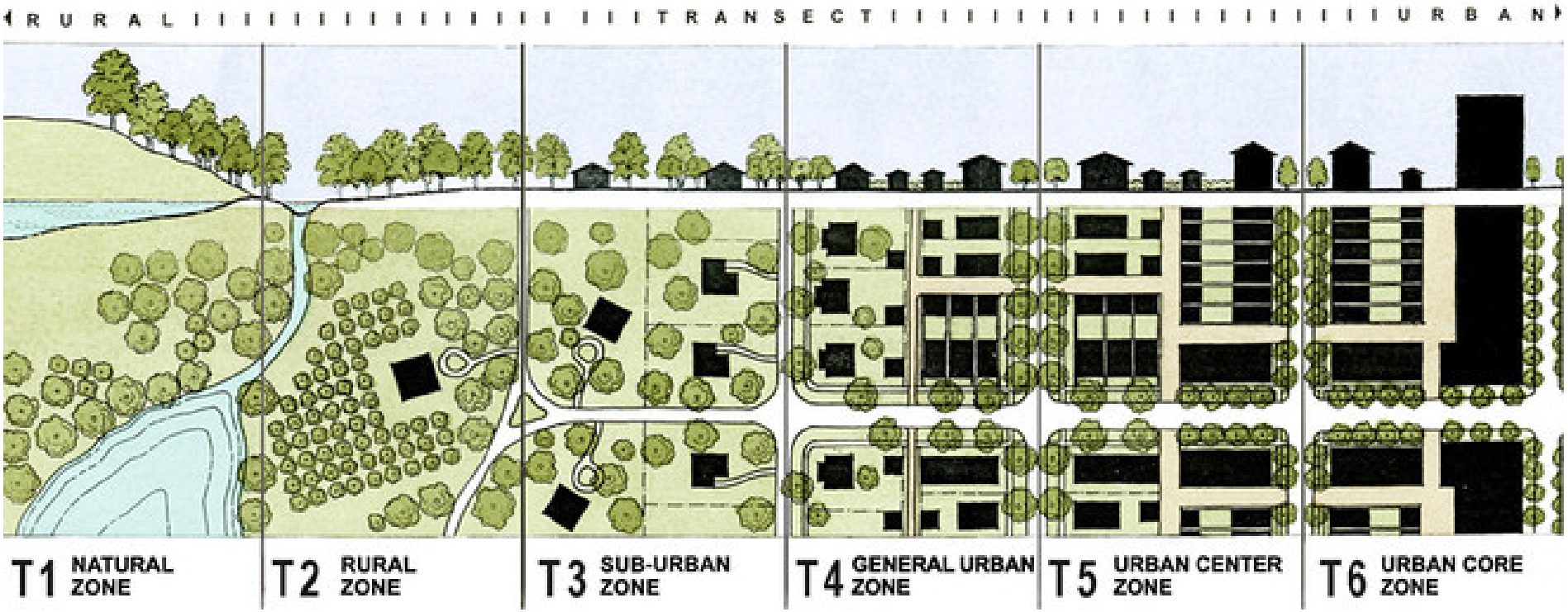
Density versus Form



Form-based zoning has replaced maximum density limits with regulations that govern the form of development and the way it relates to the public realm.

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Density versus Form

MUELLER DESIGN BOOK

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AUSTIN TEXAS

Original Edition Adopted
NOVEMBER 2004

REVISED DECEMBER 2011

Yard House Development Standards

The Design Book uses form-based regulations for each of Mueller's districts and its building types.

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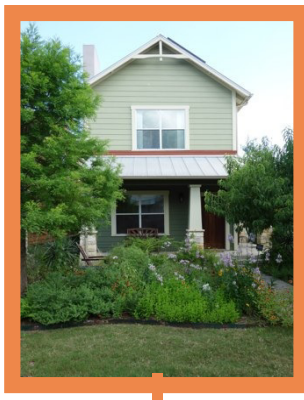
Range of Housing Choices



10 du/ac

15 du/ac

20 du/ac

25 du/ac

30 du/ac

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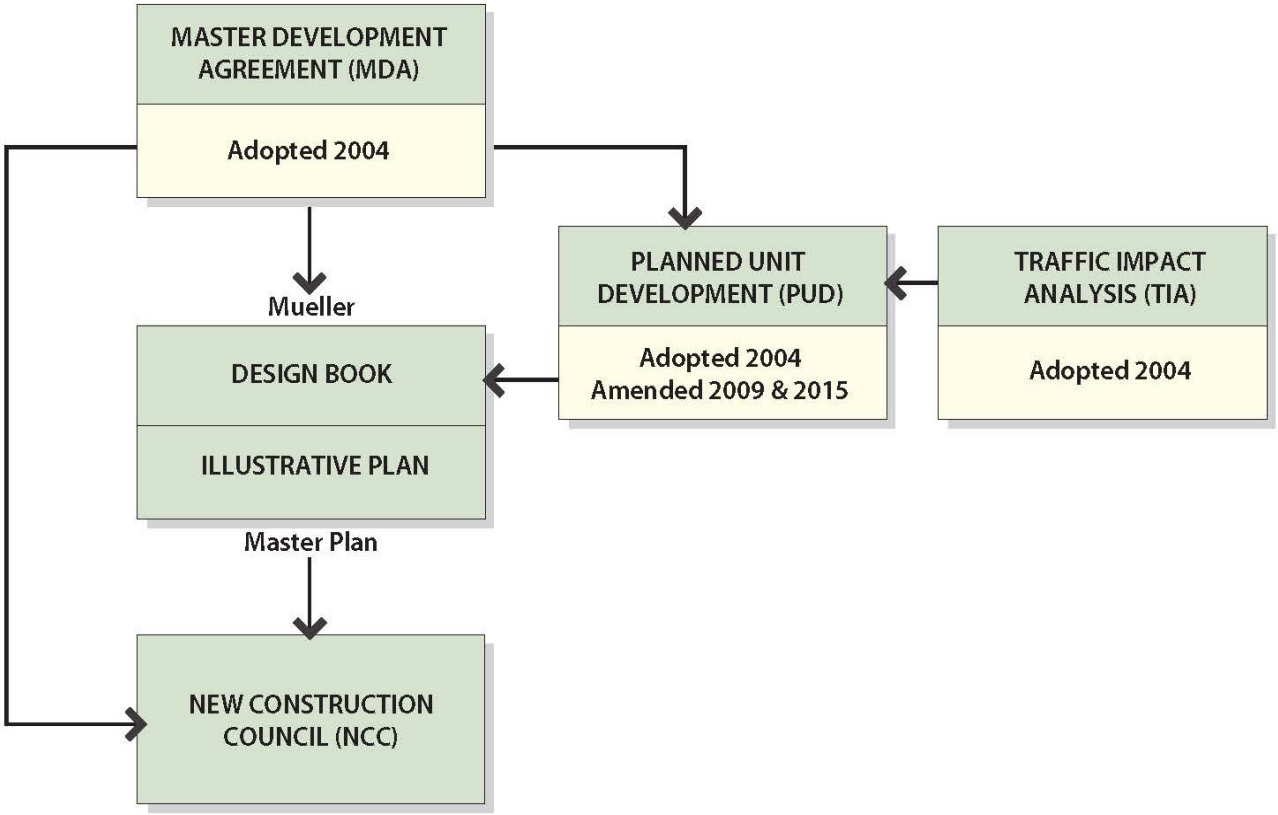
What controls density?



Last month we discussed the regulatory framework that controls density at Mueller.

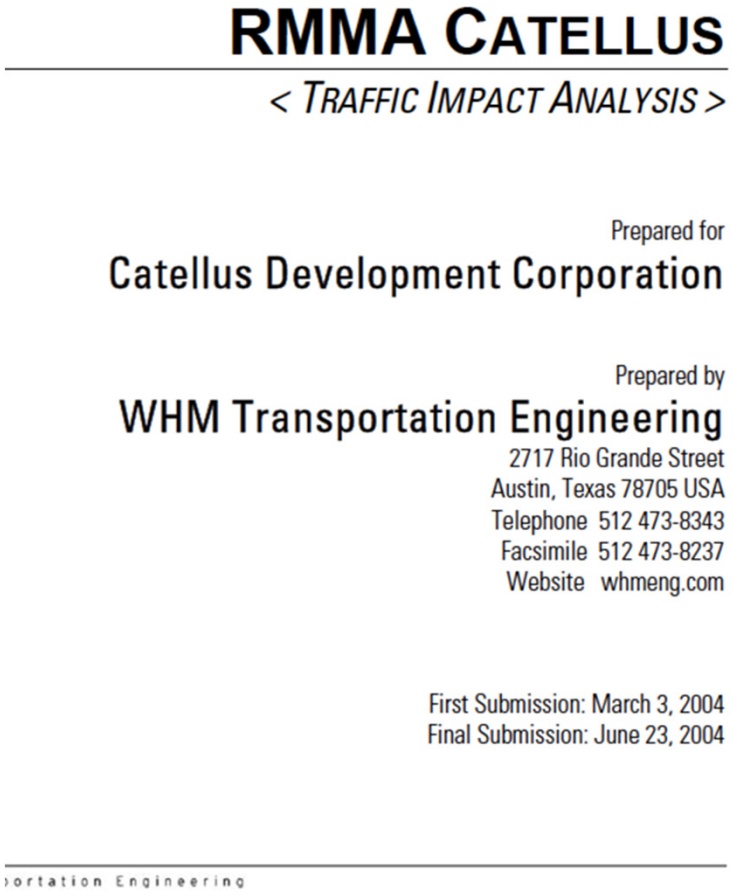
What controls density?

TOWN CENTER MIXED USE (TC)				
	ROW/SHOP HOUSE	MULTI-FAMILY	COMMERCIAL[1,3]	CIVIC
Minimum Lot Size	600 SF 800 SF on corner lots	12,500 SF	2,500 SF	2,500 SF
Minimum Lot Width	14 FT. 19 FT. on corner lot	80 FT.	25 FT.	25 FT.
Maximum Height (TC-1)[2]	40 FT. and 3 stories	100 FT.	100 FT.	100 FT.
Maximum Height (TC-2)[2]	40 FT. and 3 stories	65 FT.	65 FT.	65 FT.
Minimum Front Yard Setback	5 FT.	0 FT.	0 FT.	0 FT.
Minimum Street Side Yard Setback	5 FT.	5 FT.	0 FT.	0 FT.
Minimum Interior Side Yard Setback	0 FT.	5 FT.	0 FT.	0 FT.
Minimum Rear Yard Setback	5 FT.	0 FT.	0 FT.	0 FT.
Maximum Impervious Cover	95%	95%	100%	100%

The PUD with its regulations related to lot size, height, setbacks and impervious cover establishes an overall limit of 6,450 dwelling units and 5.33 msf of commercial floor area.

What controls density?

The Traffic Impact Analysis (TIA) limits the number of peak hour vehicular trips generated by the development to 8,508.



RMMA CATELLUS

< TRAFFIC IMPACT ANALYSIS >

Prepared for

Catellus Development Corporation

Prepared by

WHM Transportation Engineering

2717 Rio Grande Street
Austin, Texas 78705 USA
Telephone 512 473-8343
Facsimile 512 473-8237
Website whmeng.com

First Submission: March 3, 2004
Final Submission: June 23, 2004

portation Engineering

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Traffic Impact Analysis (TIA) Timeline

- TIA Approved by City Council in June 2004
- TIA analyzed 35 intersections
- Developed mitigation recommendations
- **Trip Cap of 8,508 PM adjusted peak hour trips**

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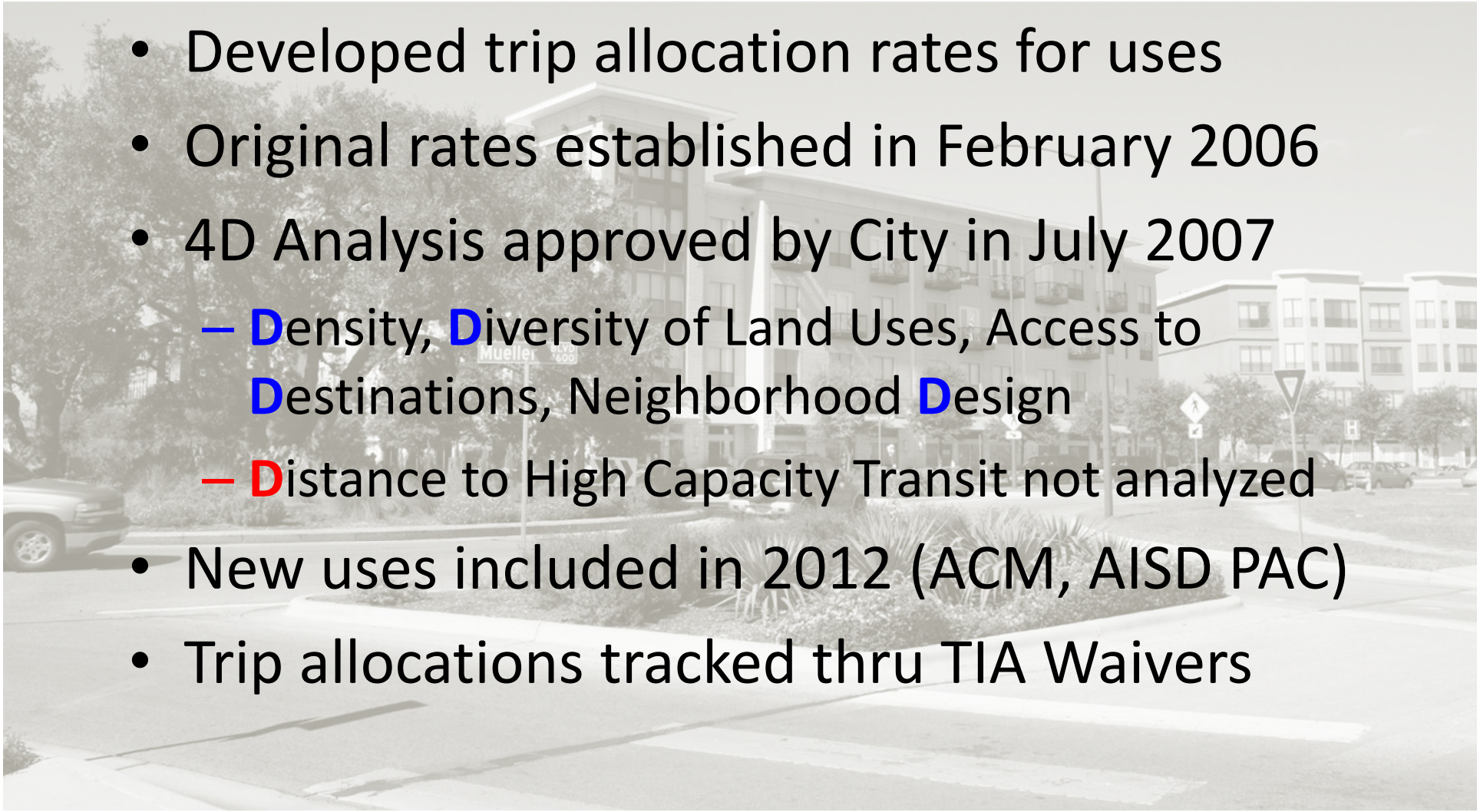
Trip Tracking Methodology

- Developed trip allocation rates for uses
- Original rates established in February 2006
- 4D Analysis approved by City in July 2007
  - **D**ensity, **D**iversity of Land Uses, Access to **D**estinations, Neighborhood **D**esign
  - **D**istance to High Capacity Transit not analyzed
- New uses included in 2012 (ACM, AISD PAC)
- Trip allocations tracked thru TIA Waivers



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Current Trip Allocation Status

- 4,578 trips allocated as of today
- 3,930 trips remaining under cap
- Maximum PUD densities would exceed trip cap by hundreds of trips

Mitigation of Additional Trips

- Increased density & land use diversity
- Expanded transit services
- Expanded commuter cycling program
- Flexible shift scheduling/
  off-peak shift changes/ telecommuting
- Provision of ride-sharing services
- Dedicated shuttle service
- Transportation Management Agency






What controls density

The dynamics of the real estate market also plays a significant role in the types and densities of buildings that can be delivered at Mueller.

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Illustrative Plans: 2000 - 2015

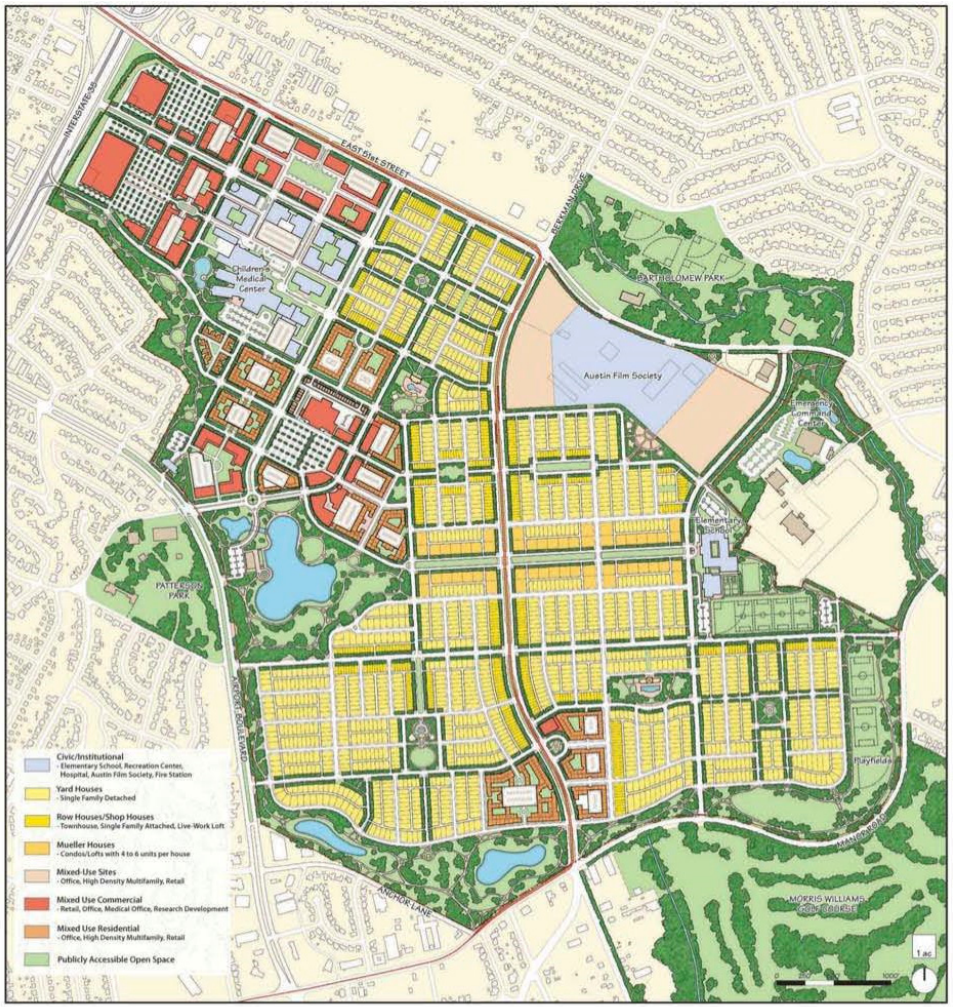
2000 Reuse and Redevelopment Plan

- 4,100 dwelling units
- 5.3 msf commercial

- Concentration of high-tech office buildings in the northwest quadrant.

Over the years, Mueller's Illustrative Plans have reflected current market conditions. The plan has evolved with the market.

Illustrative Plans: 2000 - 2015



2004 Plan

- 4,600 dwelling units
- 4.4 msf commercial/ institutional

- 2002 Tech Bust replaces office with regional retail
- Commercial program is reduced, but residential yield is increased.

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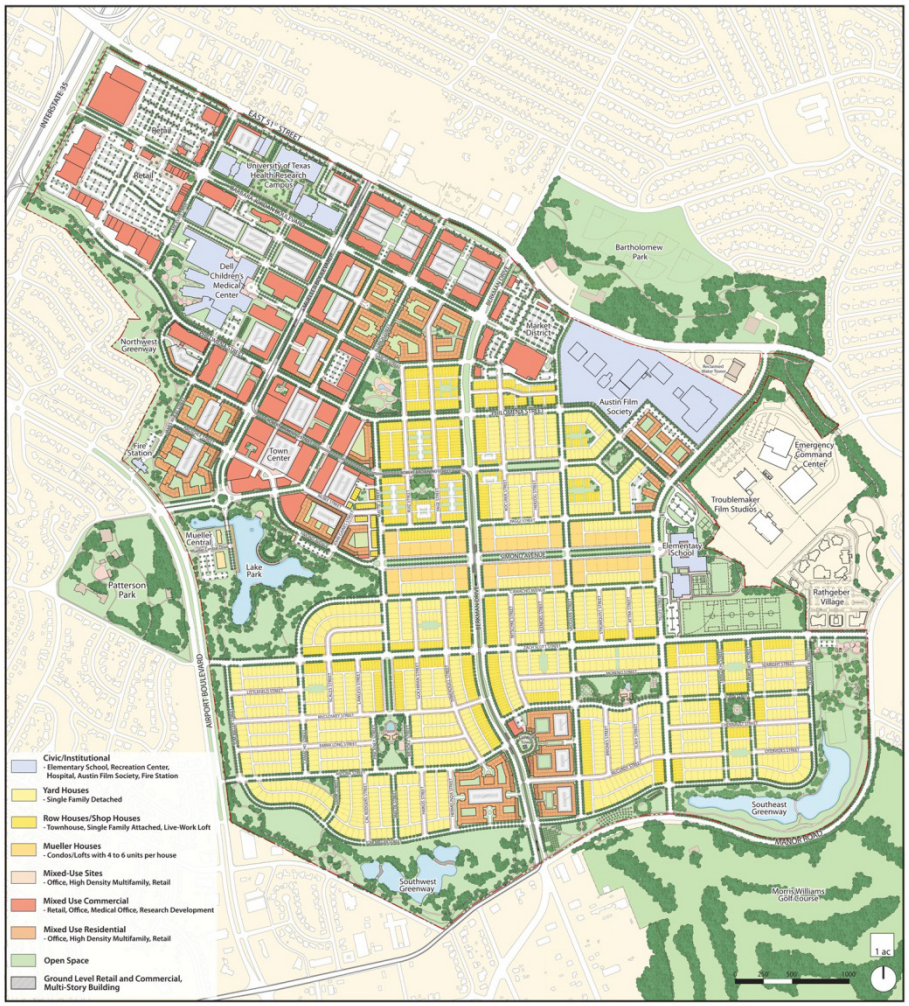
Illustrative Plans: 2000 - 2015



2009 Plan

- 5,300 dwelling units
- 5.0 msf commercial/ institutional

- PUD amendment increases density.
- Town Center and Town Center North are intensified.
- Grocery store is moved from TC to Market District

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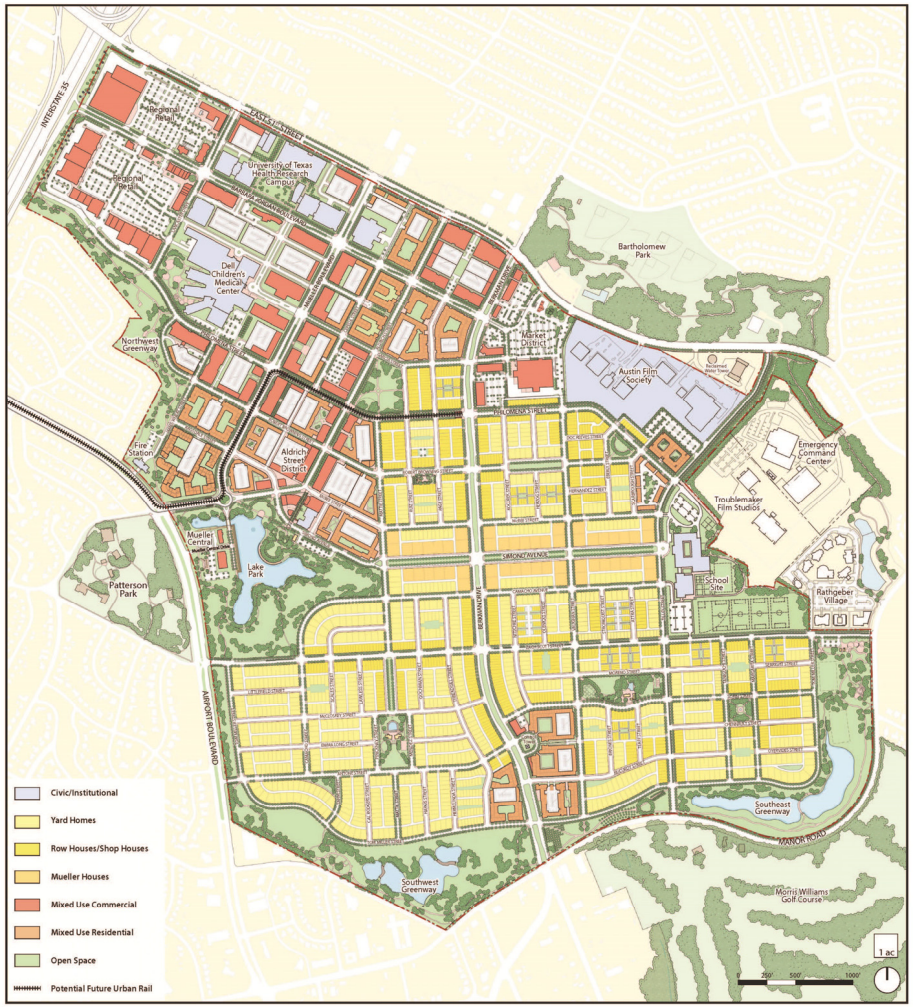
Illustrative Plans: 2000 - 2015



2015 Plan

- 6,000 + dwelling units
- 4.6 msf commercial

- Missing middle housing types incorporated.
- Some office parcels replaced with multi-family residential and AISD PAC

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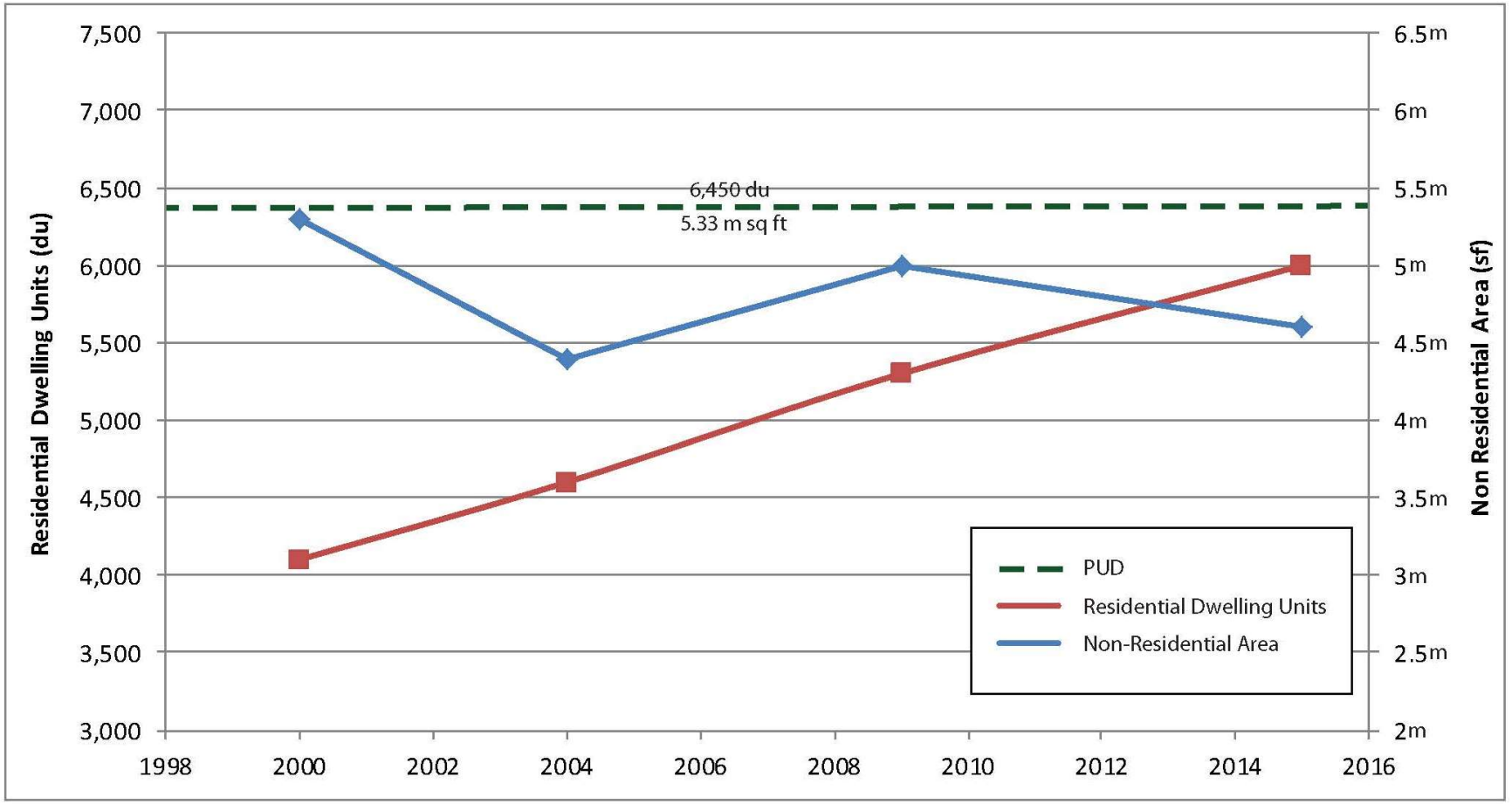
Illustrative Plans: 2000 - 2015



Over the past 15 years, the program has been adjusted to reflect market conditions and actual development status, always staying within the maximum TIA and PUD limits.

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Built Projects

DRAFT

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Committed / Platted

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Under Negotiation

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Projected

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Thank You!